

V. IMPLEMENTATION

There are several tools which are available for implementation of the thoroughfare plan. They are as follows:

State and Municipal Adoption of the Thoroughfare Plan

Chapter 136, Article 3A, Section 136-66.2 of the General Statutes of North Carolina provides that after development of a thoroughfare plan, the plan may be adopted by the governing body of the municipality and the Board of Transportation as the basis for future street and highway improvements. After the thoroughfare plan has been mutually adopted by the Town of Scotland Neck and the North Carolina Department of Transportation, negotiations will begin to determine which of the existing and proposed thoroughfares will be a Board of Transportation responsibility and which will be a municipal responsibility. Facilities which are designated a State responsibility will be constructed and maintained by the Division of Highways; however, the municipality will share in the right-of-way costs with the municipality's share of the cost to be determined at time of construction.

Chapter 136, Article 3A, Section 136-66.1 of the General Statutes provides guidance in the delineation of responsibilities. In summary, these statutes provide that the Department of Transportation shall be responsible for those facilities which serve volumes of through traffic and traffic from outside the area to major business, industrial, governmental and institutional destination located inside the municipality. The municipality is responsible for those facilities which serve primarily internal travel.

Subdivision Control

A subdivision ordinance requires that every subdivider submit to the City Planning Commission a plot of his proposed subdivision. Certain standards must be met by the developer before he can be issued a building permit to construct his development. Through this process, it is possible to reserve or protect the necessary rights of way for projected streets which are a part of the thoroughfare plan and to require street construction in accordance with the plan (See Appendix B).

Official Street Map

A municipality may, through special enabling legislation, adopt an official street map which indicates both existing and future street lines. No new construction or reconstruction of structures would be permitted within the